

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the sys-tem effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrap of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept an substitute.

CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL. LE, KY. NEW YORK, N.Y. LOUISVILLE, KY.

STORMY TIMES AHEAD

WESTERN RAILWAYS AND EASTERN TRUNK LINES AT OUTS.

The Old Row Over Emigrant Traffic Bobs Up Again and Assumes an Ugly Phase.

At yesterday's meeting of the advisory committee of the emigrant clearing house of the Western Passenger Association, at Chicago, a formal protest was sent to the Trunk-line Association for the alleged action of the latter body in demoralizing the rates on emigrant business. The protest declares that the distribution of the emigrant business was made a matter of agreement between the two associations and that the action of the trunk lines in canceling the agreement without conference and apparently without cause has caused much surprise to the Western lines. It is asked that all action in this matter be suspended immediately and until a conference between the two associations can be held in New York. The Western lines say that if such a conference is to be held they would prefer that it should be either on Oct. 15 or 17. The protest winds up with the declaration that it is the belief of the Western lines that the trunk lines are not willing to push matters so far that the Western lines will be forced to take independent action, which simply means that if the trunk lines persist in their present course the Western lines will find it necessary to establish ticket offices of their own throughout the East to look after their interests. If the trunk lines are willing that the Canadian Pacific shall be a party to the proposed meeting in New York the Western lines have no objection.

The trunk lines have made a demand on the Western Passenger Association lines that they at once withdraw all their orders from trunk-line territory. They declare that the invasion of the Eastern territory by the Western lines is without reason or excuse and is resulting in much loss of revenue to trunk lines. There is much doubt as to whether the association will pay any that the matter is one which is hardly in the furisdiction of the association agreement, and all the lines are free to act as they see fit in this matter. They first put all their orders in the territory of the Eastern lines because they thought they were not being treated with entire justice in the matter of routing through business, and so took the remedy into their own hands. The association as an association will very probably take no action of any kind in the matter, but how far the lines individually may wish to go in the direction of placating the Eastern lines, in view of what they are asking of the Eastern roads in the emigrant traffic, is another question. All in all, there seems to be an excellent chance for some warm times between the Western Passenger Association and the Trunk-line Association before things are

Old Story Revamped.

A report was circulated in Wall street, New York, yesterday, that the reorganization committee of the Chicago & Northern Pacific Railroad Company had discovered that \$2,500,000 of the company's bonds have disappeared. It is believed that this is an old story revamped. The facts are that the bonds alluded to are those which are in question in the settlement of accounts between the receivers of the Chicago & Northern Pacific Railroad Company and the receivers of the Northern Pacific railroad. The bonds are held as collateral, and both reorganization committees knew who held them. The litigation in regard to the bonds is still in progress, and to a certain extent is a factor in delaying the reorganization of both roads.

Chicago East-Bound Shipments. East-bound shipments from Chicago, last week, amounted to 54,000 tons, against 53,-852 tons for the preceding week and 55,863 tons for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 3,806; Wabash, 7.815; Lake Shore, 5,200; Fort Wayne, 5,524; Panhandle, 7,383; Baltimore & Ohio, 4,136; Grand Trunk, 6,086; Nickel-plate, 5,491; Erie, 5,063; Big Four, 3,496. Shipments were made up of the following articles in tons: Flour, 1.876; grain and mill stuffs, 21,793; provisions, lari, etc., 8,329; dressed beef, 11,699; flaxseed, 1.542; butter, 1,460; hides, 1,784; lumber, 4,148; miscelianeous, 1,369.

September Business with Local Lines. Last month the Panhandle took out of the Indianapolis stock yards for Eastern markets 670 carloads of live stock. In 1892 there were handled in September

on the Big Four system 671,828 passengers; in September, 1893, 682,779; in September,

There were transferred over the Belt road in September 59,843 cars, and Belt road engines handled during the month 3,836 carloads of live stock. In September, 1892, there were run on the

Big Four lines proper 6,029 trains, hauling 147,250 loaded cars; in 1893, 4,676 trains, including 118,180 loaded cars; in 1894, 4,869

trains and 138,868 cars. There were received and forwarded at Indianapolis over the fifteen lines, in September, a total of 94,724 cars, 75,258 being

loaded, against a total in September, 1893, of 84.145, of which 66,004 were loaded; increase this year, 9,254. In 1892 the Pennsylvania lines, at their

city freight depots in Indianapolis, han-dled 52,206,515 pounds of freight, represent-ing 4,400 cars; in 1833 they handled 40,048,390 pounds, representing 3,899 cars; in 1894 51,-210,685 pounds, representing 4,461 cars. The monthly report of John Ferguson

general baggage agent at the Union Station, shows that in September 50,176 pieces of baggage were handled, being the largest month's business in the history of the station with one exception, that being the month in which the Grand Army of the Republic gathered at Indianapolis. The freight car movement of the Pennsylvania railroad by months this year was as

follows: January, 103,173; February, 82,980; March, 111,166; April, 113,987; May, 71,810; June, 77,670; July, 107,559; August, 129,155; September, 114,874. This statement shows August to have been the busiest month of the present year, September having dropped behind August 14,281 loaded cars. In September the Cincinnati, Hamilton & Dayton handled on the Indianapolis division

34,005 passengers, 22,645 being local and 12,360 through passengers. In September, 1893, there were handled on this division of the C., H. & D. 81,398 passengers, but of that number 16,166 were carried on world's fair rates to Chicago, and 24,442 on Grand Army of the Republic excursion tickets. In September, 1892, there were handled on this division 40,796 passengers, but 6,000 of that number were carried from Rushville to the Rush county fair, 1892 being the banner year with that fair, so that, comparing the regular business of 1893 or 1892 with 1894, in September, the passenger men on the C., H. & D. have no reason to feel dis-appointed over the business of September

Personal, Local and General Notes. E. A. White, general passenger agent of the Mexican Central, has resigned. The stockholders of the C., C., C. & St. L. will hold their annual meeting in Cin-

cinnati, Oct. 31. In the week ending Oct. 6 the Big Four handled on its system a daily average of 5,170 loaded cars, making it the busiest week of the last two years.

C. N. Hammond, formerly agent of the Monon at Lafayette, is now located at San Diego, Cal., and holds a good position with the Southern California railway. The latest compiled statistics show that in the world there are 400,416 miles of rail-way main line, and that 177,000 of this mileage is in the United States, or 42½ per

Receiver McNeil, of the Oregon Railway and Steamship Company, has perfected arrangements, it is stated, for an interchange of traffic with the Great Northern at Spo-

F. F. Hilhard has taken charge as assistant general freight and passenger agent of the Cairo Short line, and is succeeded by G. R. Buttles as general agent

C. S. McManus, formerly trainmaster, on Sunday assumed the duties of superintendent of transportation on the Elgin, Jollet & Eastern, with headquarters at Jollet Ill. The office of trainmaster has been abolished.

It is reported at Panama that Americans have regained control of the Panama railroad; that George J. Gould will be its new president, and that Colonel Rives, present superintendent of the road, will enter the service of the canal company as engineer.

Frank Stewart has been appointed agent of the Lake Erie & Western at Saybrook, Ill., succeeding his father, M. M. Stewart. The new agent is but eighteen years of age, but very capable and well informed for such a position.

W. B. Poland, for some years past division engineer on the Big Four, with headquarters in this city, has been transferred to Cincinnati as assistant engineer on the entire system. The transfer is a recognition of merit.

T. W. Venneman, for some time local ticket agent of the roads centering at Evansville, was buried on Sunday. He had been ill for some months, dying of consumption. He was much esteemed by passenger men and the traveling public.

The monthly statements show a considerable increase in transcontinental line business this year over last; for August, 83,207 tons of through freight were carried against 49,917 tons last year; for the eight months of the present year 308,080 tons, against 231,101 tons; increase this year, 73,-

One day last week the Cincinnati, Hamilton & Dayton delivered the day express from Cincinnati to Chicago, run in connection with the Monon, late, and the Monon made the run from Indianapolis to Mopon, ninety-five miles, in two hours and fifteen minutes, making six stops at crossings and stations. One of the finest trains run in this coun-

try is the fast train out of Cincinnati for New York, over the Chesapeake & Ohio, leaving Cincinnati at noon and reaching New York for early dinner next day. The train is lighted with Pintsch gas and has steam heat, and during the afternoon hauls an observation car.

Isaac Baker died at his home in Com-N. Y., last week, aged eighty-two. Mr. Baker was for years a prominent railroad man in New York, and when superintendent of the Troy & Boston made himself noted by refusing to run trains on Sunday, even where connections were anxious for him to do so. Perry Griffin, the newly appointed ticket agent of the Cincinnati, Hamilton & Day-

ton, has taken charge at Cincinnati, and it is conceded by all that General Passenger Agent Edwards made an excellent selection. Mr. Griffin has been at Spokane for five years, and prior to that time was, with the Chicago & Rock Island. The Merchants' Despatch Transportation

Company is in the market for 300 new cars. The specifications on which these cars are built call for the best in every respect turned out at any car works. Under their cars the same sized truck is used as is used under the Pullman cars, and often their cars are run at passenger train

The executive committee of the Brotherhood of Locomotive Engineers will meet in Terre Haute, Nov. 15, to decide at what point to locate its headquarters. There are nine cities to select from. At present, Indianapolis is looked upon as the most favorable location for the association's headquarters. Terre Haute has given up the

dea of retaining the general offices. An official of the Louisville & Nashville, in speaking of the resignation of Milton H Smith as one of the directors, said it had no significance further than that the stockholders had a good chance to get a good railroad man in Albert S. Fink and secured him by the only plan open to them. The charter of the L. & N. does not require that the president must be a director. Parties interested in the Atlanta & Florda state that a twenty-mile link will be built within a short time, connecting it with the Marietta & North Georgia. The Atlanta & Florida is now in the hands of a receiver, but it is expected will soon be taken out of the hands of the court, and it is believed that eventually the two roads named will be connected and then consoli-

About twenty miles of new steel rails. weighing seventy-five pounds to the yard. have been distributed on the Indianapolis division of the Monon, and yesterday thirtysix carloads of new rail arrived from Pittsburg. Roadmaster Wright says he will take the extra gang from Lafayette, who are grading for the shops, and put them at work laying the new steel, as he is anxious to get it down before cold weather. A number of changes took place yesterday among the Pennsylvania railroad offi-James Reed, superintendent of the West Pennsylvania railroad, resigned; D. M. Watt, superintendent of the Pittsburg, Virginia & Charleston, takes Reed's place; D. H. Lovell superintendent of the Cambria and Clarion divisions, with headquarters at Cresson, takes Watt's position, while Frank F. Robb, of Cambria, succeeds

The monthly statement of the Railroad Gazette shows that, in August, this year, there were a total of 150 railroad accidents in this country, in which fifty persons were killed and 136 injured. Of the killed, ten were passengers, twenty-five employes and the others trespassers. Of the injured, twenty-three were passengers and ninetyour employes. Eight of the passengers killed were in the distressing accident at Lincoln, Neb., Aug. 9.

An old-time Big Four railroader, in speaking of the business that company was now doing and the system upon which the road is operated, said that there had been quite a change since 1859. In that year the employes had a picnic at Mid-dletown, now called Waldron, and both freight and passenger trains were abandoned for the day, except one train out of Cincinnati to bring the employes from east of Waldron, and another from Indianapolis to bring the employes west of Waldron and return them home after the picnic. To stop all trains on the east end of the Chicago division now would so much paralyze business as to have it felt all over the country through its local business and its traffic with connections.

Two More Typhoid Cases.

Two more cases of typhoid in the southeast part of the city were reported yesterday, the patients being Mrs. W. H. Talbert and Mrs. W. O. Leonard. The law does not require physicians to report typhoid cases, and the probabilities are there are more cases than are reported. The Board of Health officers attribute the disease to bad water.

Sayce Will Recover.

The condition of William Sayce, who was accidentally shot by Louis Weber in the latter's saloon in North Indianapolis Sunday evening, remains unchanged. Dr. Pantzer has decided not to probe for the bullet, as he thinks it will cause no inconvenience or trouble in the future. He is of the opinion that Sayce will recover.

Relieved of the Jail Sentence. Governor Matthews has relieved Edward Dryer of a five months' jail sentence, which was imposed on him by the Fountain Circuit Court some weeks ago. Dryer was convicted of assault and battery, and, in addition to the jail sentence, was fined \$75, which will stand,

Real faith never grows weary by having to wait. Sufferers taking Hood's Sarsaparilla for chronic complaints should be patient and the result will be satisfactory. Hood's Pills act easily, yet promptly and efficiently, on the liver and bowels. 25c.

FAR-FETCHED DANGER

GAS MAIN FEATURE OF ALABAMA-STREET ASPHALT IS IN COURT.

Argument in the Injunction Proceedings to Prevent the Improvement-Sheehan Frothers Withdraw a Bid.

Argument on demurrer was had before Judge Winters yesterday on the Alabamastreet improvement case. The argument is on a demurrer filed by the city to the suit to enjoin the improvement of Alabama street with asphalt. In January of this year the Board of Works ordered the street improved with asphalt, a two-thirds remonstrance was filed against it and the question was sent to the Council. The Council refused to pass the ordinance providing for asphalt. Afterwards, in June, the board divided the street into sections and passed resolutions for cedar blocks on that portion of the street between Fort Wayne avenue and Ohio street and for asphalt on that portion from Ohio to Maryland street. Robert W. Long and a few other property owners filed suit to enjoin the board from using asphalt upon any portion of the street.

It is urged by the plaintiff that the board had no right to pass the resolution after the Council had voted it down. It is also argued that on account of the high pressure mains in the street it would be dangerous to lay asphalt on it. Kappes & Fishback appear for the plaintiffs and the city attorney and R. O. Hawkins for the city. Mr. Hawkins argued that the board had the right to pass the second resolution else the street could never be improved, the resolution having once been defeated. He also maintained that the high pressure mains constituted no cause for injunction against and city for two rea-sons. One of them was that the danger alleged from this source was too remote. It was said that the gas might escape and might find its way along the service pipe, being unable to escape through the street, and might explode and damage

ALLOWED TO WITHDRAW A BID. Sheehan Brothers Granted a Favor by

the Works Board. Sheehan Brothers received a contract from the Board of Public Works yesterday for the construction of a local sewer in the first alley east of Pennsylvania street, from the main sewer in Fourteenth street to a point 445 feet north of the north line of Seventeenth street. The bld was \$1.07 a lineal foot. The same firm had filed the lowest bid for a local sewer in the first alley east of Central avenue in Eighth street and in the first alley west of Park avenue, from Tenth street to Seventh street, but having satisfied the board that their bid, which was \$1.55 a lineal foot, was based upon an error the board granted the contract to the next lowest bidder, which was the firm of Fulmer & Seibert, at \$1.86 a lineal foot. These sewers lead into the Fourteenth-street trunk sewer.

A Batch of Improvements. The first alley west of Harlan street, from Prospect to the first alley south, was yesterday ordered vacated by the Board of Public Works. The board approved the following improvement resolutions:

For grading and graveling the roadway and sidewalks of Fifteenth street, from Meridian street to Central avenue, and laying drain pipes therein. For grading and graveling the roadway and sidewalks of Fifteenth street, from Central avenue to College avenue. For grading and graveling the roadway and sidewalks of Seventeenth street, from Central avenue to Park avenue. For grading and graveling the roadway and sidewalks of Seventeenth street, from Park avenue to College avenue. For grading the roadway and sidewalks of Central avenue, from Fifteenth street to Fall creek bridge.

Broadway to Be Measured. City Engineer Brown was yesterday instructed by the Board of Works to measure the distance between St. Clair and Fourteenth streets on Broadway. He was instructed to deduct crossings and alleyways. There are a number of property owners objecting to the improvement by formal remonstrance, and when the engineer makes his report the board will be able to ascertain what per cent. of the interested property the remonstrators own. The board did not take final action on Shelby street yesterday on account of the necessity of the engineer making some slight changes in the plans and specifica-tions. No remonstrances against this im-

provement were filed.

The Board Still Looks Wise. The Board of Public Works was expected to "say" something yesterday about the line of entrance into the city of the Logansport road, but the members were silent, and it is now hinted that another snag is in the way. The latest obstruction of which the public is aware is the refusal of the water company to permit the railway company to drive piling into the canal. The board says that it wants the road to come into the city, but does not know just how to arrange things as yet to the satisfaction of all.

Johnson-Avenue Remonstrance. Interested property owners living on Johnson avenue went before the Board of Public Works yesterday and remonstrated against the proposed paving of the sidewalks with cement. The board concluded to defer action. A remonstrance was filed against paving with cement the walks of Hudson street, from Michigan street to North street.

More Delaware-Street Asphalt. The city engineer was yesterday instructed to prepare the papers for the asphalting of the roadway of Delaware street, from Tenth street to Fourteenth street, the board having granted the petition for the improvement. The grading only will be done this year, and the asphalting will be done as soon as the frost leaves the ground next year.

This Is a Town for White Paint. Mayor Denny received a letter yesterday from the Mayor of Louisville asking what Indianapolis was doing to abate the smoke nuisance. He replied that Indianapolis is a natural-gas city, and not only has no question of this kind but is so free from dirt that the houses can safely be painted

Policeman Hoffbauer's Case. Morgan Price yesterday filed an affidavit in the Hoffbauer case before the Board of Public Safety, and the decision will probably be reached this afternoon. Price was said to have information to sustain the charge preferred by Ceinar that Hoffbauer

slept at hose house No. 8 during hours of

Grabbed the Sidewalk Too. John H. Schmid reported to the Board of Public Works yesterday that the Big Four road, which was granted permission to lay four tracks on Leota street, has also taken possession of the sidewalk. The street commissioner was instructed to inspect the situation there and make report.

Brick Sidewalks on Dorman Street. The petition for the improvement of the east sidewalk of Dorman street with brick was granted yesterday, and the city engineer was instructed to prepare the necessary papers.

Contractors Given More Time. An extension of time was granted Gansberg & Roney yesterday by the Board of Public Works for the completion of a main sewer in East street, from South street to

Laundry Workers' Entertainment. The Laundry Workers' Union has arranged an entertainment for to-night at Mansur Hall. The programme includes numbers by the Columbian Mandolin Club, Miss Bertha Coulter, Miss Lizzie Gray, Miss Josie Balfe, Miss Hattie Neighbors, Miss Helen Hayes, Mr. Horace Lancaster, Mr. John Corcoran, Miss Lizzie Steiner, Mrs. Anna Buchanan, Mrs. T. E. Cantlon, Miss Kate Ward, Mr. W. L. Evans. D. F. Kennedy, Rev. H. O. Summers and Mrs. F. T. McWhirter will make ad-

A Bibulous Patriarch from Kentucky. Hampton Hill, formerly of Kentucky, is entertaining his father-in-law from the mother State, at least he was doing so until the State stepped in to take the place of hostess. On Saturday night he and his

guest went out and came home filled with Kentucky's chief product. They did not stay long and when they started to go out again Mrs. Hill stopped their progress. This angered her husband, who struck at her with a chair, making a noise that summoned the landlord, Patrick O'Haver. The two men then assaulted him, for which they were arrested Judge Stubbs yesterday heard the patriarchal father-in-law testify to the fact that he occasionally takes a drink, but never gets drunk. The court said. however, that the evidence was the other way and made the fine \$25 and sentence thirty days.

AN ALLEGED HIGHWAYMAN.

John Stull Under Arrest-William Jones a "Candle" Robber.

John Stull was arrested yesterday by detectives Doherty and Kaehn on a charge of highway robbery. He is accused of being one of the two men, who, at the point of a revolver, robbed Randolph Williams, a grocer at No. 1249 West Washington street, of a gold watch and \$6 on Oct. 2. Williams called at the police station and identified Stull as the robber who held the revolver while his companion did the work. Stull is employed in repairing the streets. For the last three weeks the northeastern part of the city has been visited by a burglar who used a candle in moving about in the houses he was robbing. The entire detective force was detailed to capture him, and yesterday William Jones was arrested by detectives Kinney and Richards as the offender. In his possession were found a gold watch and two chains stolen from E. E. Clark's residence, No. 938 North Alabama street, and a revolver and a suit of clothes taken from the house of Willard Evans, No. 368 North Alabama street.

A RACE OF CARRIER PIGEONS.

One Feature of the Pet Stock Show Next Month.

Preliminary arrangements for the pet stock show, next month, have been completed by the Indiana Pigeon and Pet Stock Association. Frank Erdelmeyer will be the general superintendent, and will be supported by the following executive board: D. B. Shideler, C. F. Klepper, Frank Erdelmeyer, R. S. Castenholtz and Frank Hale of Shelbyville. Secretary Harry Tutewiler is trying to have the National Confederation of Homing Pigecns start a race from this city during the show, and, if successful, the birds will be released from the top of the soldiers' monument and a cup given to the bird making the best time to a Although the show is not to be given until Nov. 12 and the premium list is not yet out, the association is receiving a large number of entries and the outlook is favorable for the largest display of the kind ever given in the courtry.

IN THE COURTS.

A Paternity Case from Castleton. George Brunson, aged twenty years, was the defendant in Justice Johnson's court yesterday in a paternity suit brought by Maggie Reed. Brunson is a son of a wealthy farmer residing near Castleton and the young woman's father is a blacksmith of Allisonville. The families of both are highly respected. Justice Johnson was told that Brunson offered to compromise with the young woman by giving her \$500, and thinking that this was a sufficient evidence that Brunson was guilty, he sent the case to the Circuit Court.

Bank Held Up the Money. Michael Sells & Co yesterday filed suit against the Hillsboro National Bank to recover \$600 sent that bank on a draft. William Haines drew on Sells & Co. for that amount through the bank, and the bank held the funds to pay a debt of Haines to the bank. Sells & Co. say they were not indebted to Haines, but that the money was sent for him to purchase live stock for them. They claim the title to the money never passed from them, and the bank had no right to hold the money for

Haines's debt. Cabinet Works Sale. The sale of the Indianapolis cabinet works, last week, to a local syndicate, headed by John R. Pearson, will be reported to the court to-day. It will be con-firmed. The opinion of those who have had much to do with the plant since the receivership is that the price paid is all that could have been expected under the condi-

Claims Against the wice Estate. The Vernon Life, Trust, Trading and Manufacturing Company, of this city, and the Citizens' Insurance Company, of Evansville, both filed claims against the estate of James H. Rice yesterday for stock subscribed for but not paid up. The claimants ask that the estate be kept open till their

Dewald & Gall Assignment Case. The Gould company, of Illinois, has asked to have set aside, on the grounds of fraud, certain chattel mortgages executed by the firm of Dewald & Gall, who made an assignment some time ago. The mortgages were given to the State Bank of Indiana, Jacob Frick and Laura E. Gall, and aggregated \$3,777.

claims are settled

Now Before Judge Brown. The claim of Julius C. Brunnel against the John F. Lemon estate, which was so abruptly ended when on before Probate Commissioner O'Bryan by a quarrel of the attorneys, is now being tried before Judge Brown in the Circuit Court. Emerson-Moore Company Receipts.

In his report, as receiver of the Emerson-Moore Desk Company, Horace McKay shows the sales for the year ending Sept. 29 to be \$24,660.20. The total operating expenses amounted to \$23,561.72, leaving a profit to the business of \$1,098.48.

THE COURT RECORD. Superior Court.

Room 1-J. M. Winters, Judge. Clark B. Jennings vs. Millie R. Jennings; divorce. Divorce granted plaintiff.

Room 2-J. W. Harper, Judge. John B. Cropper et al. vs. America L. Rosenthal; foreclosure of mortgage. Cause dismissed by agreement and costs paid. Annie Wright, Administratrix, vs. Citizens' Street-railroad Company; damages. On trial by jury. Room 3-Pliny W. Bartholomew, Judge. Edward Williams vs. James W. Thomp-

son; to quiet title. Finding for and quieting title in plaintiff. Circuit Court.

Edgar A. Brown, Judge. James A. Wildman, Trustee, vs. Arena Fort et al. Dismissed and costs paid. Julius C. Brunnell vs. Jonah F. Lemon's Estate; claim. On trial by court. Criminal Court.

Millard F. Cox, Judge. State vs. Charles Middaugh; selling liquor on Sunday; pleaded guilty. Fined \$20 and New Suits Filed.

Adolph R. Schmidt vs. Sylvanus D. Shipman et al.; to foreclose mortgage. Superior Court, Room 3 Henry Coburn vs. Dixie B. Speaker: mechanic's lien. Superior Court, Room 1. Thomas Venable vs. Delilah Venable: divorce. Superior Court, Room 2 Emma Hardy vs. Edward S. Hardy; divorce. Circuit Court. Benjamin K. Kauffman vs. William Bossert and Christopher Waterman; damages. Demand, \$5,000. Superior Court, Room 3. Douglass Mitchell vs. Johanna Crane et al.; damages. Demand, \$5,000. Circuit Court. John W. Dawson vs. Henry M. Kegley; note. Superior Court, Room 3 Michael Sells et al. vs. Hilsborough Na-

tional Bank; on draft. Superior Court, Room 3. William Mohs vs. Louis Ehrman; note. Superior Court, Room 2. Joshua Thayer vs. Ellen Thayer; divorce. Superior Court, Room 1.

Dr. Casler in a Runaway.

Two horses attached to a buggy occupied

by Dr. Casler, of North Indianapolis, became frightened on South West street yesterday afternoon and ran away. The buggy was overturned and broken. Dr. Casler escaped injury. One of the horses fell and was badly crippled.

Will Meet Here in 1896. Detective Benjamin Thornton returned vesterday from Boston where, as a delegate, he attended the blennial meeting of the National Grand Lodge of Colored Odd Fellows. He succeeded in securing for Indianapolis the next meeting of the Grand Lodge, which will be held in 1896.

Dr. Price's Cream Baking Powder Most Perfect Made.

A PLUCKY WOMAN.

And What She Was Able to Accomplish.

She and Her Daughter Have a Remarkable Experience.

She Was a Hard-Working Person, and This Will Interest All Workers.

All kinds of diseases and weaknesses leave their marks on the system. It is very easy for the stomach, liver, bowels and kidneys to become deranged, and when they do the person soon feels tired, languid, weak, low spirited and gloomy.

The nerves become weak, and insanity or paralysis may follow. The blood gets bad, there is coated tongue, bad taste in mouth, constipation, the complexion grows sallow and life looks dark. All persons complaining of any of these troubles will read with wonder the following letter from Mrs. James Roake, a well-known lady, living at 145 Washington street, Peekskill, N. Y.:

"About fifteen years ago I was taken very sick. After seven months I got over that, but have never been well since. I have suffered terribly with pains in the chest, back, kidneys and head. There was a disagreeable feeling in the eyes, and would be very sick in the morning. "My mind was always gloomy, and I

felt very low spirited. I had terrible numb spells, and would have to be rubbed some time before I could get around. Some of these numb spells were so severe my friends thought I would not recover from them. "I tried doctors and medicines, but got

no better. Finally I began the use of Dr. Greene's Nervura blood and nerve remedy, as my husband had been most miraculously cured by it. After using it a short time there was a most wonderful improvement.



"I continued to steadily gain in every respect until I was cured of all these terrible ailings. This wonderful medicine had now cured my husband and myself of the most fearful suffering, but this was not all. I now want to tell about my little

"She has never been well since she was born. No doctors have known just what ailed her. She was out of her mind most of the time, and had constant pain in her side. She has had spasms continually, from six to seven a month.

"She is the smallest child for her age that can be found. All medicines could do nothing for her until I gave her Dr. Greene's Nervura blood and nerve remedy, and then she was cured in a short time. I cannot say enough in praise of this wonderful medicine, it has done so much for me and my family. I heartily advise everybody to take it."

If you have any of these complaints or for any reason don't feel just as well as you want to, take Dr. Greene's Nervura blood and nerve remedy and you will be made well and strong. It positively cures all such complaints.

All physicians recommend it, as it is the discovery and prescription of the most successful specialist in curing nervous and chronic diseases, Dr. Greene, of 35 West Fourteenth street, New York city. He can be consulted free, personally or by letter.



Best ever produced for Scalp and Skin Diseases; finest for bath and Shampoo; far ahead of any other for

CRESCENT SALVE The greatest healing balm; positively

cures Eczema, Tetter and all Skin Diseases; for Catarrh it will give relief on the first application. CRESCENT REMEDY COMPANY: Gentlemen-For the last twenty-five years have been troubled with red face erup-

tions and oily skin. I have tried several face recipes and face salves and find yours the only one that gave me immediate relief and entirely cured I heartily recommend your salve to the public, and any one troubled with any skin disease will find it to their interest to give your salve a trial. Yours very truly, JAMES GORDON, California House, Indianapolis, Ind.

Send 2-cent stamp and we will mail you sample box free of charge. For sale by druggists. Salve, 50 cents: Soap, 25 cents. Prepared by

CRESCENT REMEDY CO., Indianapol's, Ind.

Midsummer Clearance Sale - OF -

New and Shop-Worn

BARGAINS FOR CASH

H.T. Hearsey & Co 116 118 & N. Pennsylvania St.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES ATKINS E. C. & CO., Manufacturers and CUT, BAND and all other Belting, Emery Wheels and SAWS Mill Supplies.

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*Daily. + Daily, except Sunday.

FROM INDIANAPOLIS TO LEAVE Philadelphia and New York *4.00 am Baltimore and Washington ... *4.50 am *10.15 pm Dayton and Springfield *4.50 am *10.15 pm Martinsville and Vincennes... 7.30 am Martinsville and Vincennes... 8.05 am Richmond and Columbus, O... 18.00 am *5.0) pm (3.20 pm (5.50 pm *3.15 pm *... am Logansport and Chicago 11.15 am Dayton and Columbus 11.45 am Dayton and Springfield * . 5 pm Philadelphia and New York . *2.45 pm Baltimore and Washington . *2.4 pm Columbus, Ind., and Louisville *3.1 pm Knightstown and Richmond . 14.00 pm Columbus, Ind., and Madison . 14.00 pm

Best Line to Cincinnati For any information call at City Ticket Office, No. 2 West Washing-ton street, corner Meridian: Trains arrive and depart from Union Station, as ! llows:

Leave. *3:40 am Cincinnati Exp ess Cin., Toledo and Detroit 110:50 am

Cin. Dayton and Lima 2:55 pm Cin. Vestibu e Limited *4:00 pm t 6:15 pm Cin. Vestibu e Limited . Cin., Toleslo and Detroit 16:15 p. Daily. †Daily, except Sunday.

VANDALIA LINE. *Daily.

From Indianapolis — Leave. St. Louis Accommodation 17:30 nm 54 Louis Fast Line * 11:50 am Trains 21 and 20 *1 :4 pig Terre Haute Accommodation, 14:00 pig *2.3 » pin Evansville Express *11:20 pm Trains connect at Terre Hauts for E. & T. points. Evansville sleeper on night train.
Sleeping cars are run on through cause Dining and parlor cars on Trains 20 and 21.

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